


PUBLIC COMMENTS (PC)-R

PC-R1

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Lopez Rafael
Organization: _____
Address (Optional): _____
Phone Number: 714 225-8086 Email address: _____

Comments: We need more lanes on freeway
to much traffic, and that way } **1**
create more jobs

(Space for comments continued on reverse)

PC-R2

June 3, 2012

Orange County Transportation Authority

560 South Main Street

Orange, California 92863

Concerning: more freeway lanes through Costa Mesa

We are amazed and disappointed that the OCTA would consider tearing up our city again after the completion of the Fairview Bridge. As a government agency your lack of concern for our city and families is appalling. This type of action is why people become opposed to more government. We have not fallen into that category, as of yet, but this proposed plan #3 seems beyond our control no matter what our citizens say. We will not speak at the meeting Monday evening at Orange Coast College since there will be many who will, so this is our voice. Your authority makes us feel helpless against a huge government agency.

There are other plans that may fill your needs. Has anyone considered the completion of the 55 freeway into Newport Beach? Your plan #3 is destructive to our city.

Who has the power? As a longtime resident of Costa Mesa we share the fear of our friends and neighbors that no matter what we say, OCTA will do what they have planned without concern for Costa Mesa.

Sincerely,

Keith and Lois Raffel

Keith and Lois Raffel

2024 Swan Drive

Costa Mesa, CA 92626

714-540-4994

PC-R3

From: Keith Raffel [mailto:keithraffel@att.net]
Sent: Wednesday, June 06, 2012 4:44 PM
To: Christina Byrne
Subject: 405 freeway

June 6, 2012

Dear Ms. Byrne:

The OCTA is dead wrong in considering alternate three on expanding the 403 freeway. Your organization is now proposing to tear up a bridge that was built on Fairview only a few years ago. As long term Costa Mesa residents, we feel a big government agency is not considering what this 20 plus month project will do to our city. If the OCTA wants to improve traffic, what action are they considering on the 55 freeway that ends on 19th Street and traffic backs up miles. If money needs to be spent, find another way other than your plan three.

Sincerely,
 Keith and Lois Raffel
 2024 Swan Drive
 Costa Mesa, CA 92626

1
2

PC-R4



I-405 Improvement Project Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Carlos Ramirez	
Organization: Labor Local 652	
Address (Optional): 927 W. Sycamore St.	
Phone Number: (714) 225-9146	Email address:

Comments: It will create more employment for the economy and also less traffic for our freeway. And also we could see traffic gets worse as years go by.


1

(Space for comments continued on reverse)



PC-R5

PC-R5 Translation



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 5, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Isaias Ramirez E</u>	
Organization: <u>2517 W LINGAN LN Labor Local 652</u>	
Address (Optional): <u>SANTANA CALIF</u>	
Phone Number: <u>714 719-5095</u>	Email address:

Comments: el proyecto se necesita mas ancho
para evitar mas accidentes
y para que aga menos accidentes
y para que oiga mas trabajo
para nosotros los latinos
y para nosotros lo americanos

(Space for comments continued on reverse)

Comments:


The project is needed; we need a wider freeway to prevent any more accidents and to have less accidents and to have more jobs for us the Latinos and Americans.

} 1

} 1

PC-R6

PC-R7



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): John Ramirez
 Organization: _____
 Address (Optional): 2511 Whitehead Lane Hacienda Heights
 Phone Number: _____ Email address: _____

Comments: We drive this freeway everyday - this improvement project is well overdue - the traffic is terrible. We were reading the proposals looks like #3 is the best proposal for the money.

(Space for comments continued on reverse)



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Leal Garcia Ramiro
 Organization: Labor Local 652
 Address (Optional): 6840 Lessie Ln Riverside Calif
 Phone Number: 951 851 0849 Email address: _____

Comments: El freeway esta muy chico Necesitamos mas lineas y mas trabajos

(Space for comments continued on reverse)

PC-R7 Translation

Comment:

The freeway is not big enough, we need more lanes and more jobs.

} 1

PC-R8

From: Lilia Ramos [lilia.amos23@yahoo.com]
Sent: Friday, June 22, 2012 5:55 PM
To: Parsons, 405.dedcomments
Subject: San Diego Freeway (I-405)

Although OCTA favors Alternative 3, it is not in the best interest of residents who have been paying an additional half-cent sales tax since 1990 (and will do so for another 30 years). If OCTA wants to change the projects that were promised under Measure M, they have a legal obligation to return to the voters for their approval. Any changes should not be approved just by a vote of the 18 OCTA board members.

} 1

PC-R9

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

} 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,


(Name)

678 W 19TH ST #705
(Address)

(City)

____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-R10

Geneva G. Ray
4888 Elder Avenue
Seal Beach, California
(562) 598-3133

July 16, 2012

Ms. Smita Deshpande, Branch Chief
Cal Trans District 12
Attn: 405 DEIR/DEIS Comment Period
2201 Dupont Drive, Suite 200
Irvine, California 92612

Dear Ms. Deshpande:

I am writing to oppose plans to move the 405 Freeway closer to College Park East (CPE). These plans include, but are not limited to, moving the Almond Avenue sound wall further into CPE and constructing additional lanes that will stop at the LA County Line.

I have lived in CPE for 28 years. During that time, many changes have been made both to surface streets and to nearby freeways. Many times and in many ways, the changes have failed to improve conditions that increase traffic flow, congestion, and noise, and that diminish safety. Mostly the changes have imposed additional burdens upon residents who live near thoroughfares and freeways. Obviously, the changes now being proposed to the 405 Freeway near CPE is another instance when additional burdens would be imposed upon residents.

Noise and pollution will increase, making health more fragile for both children and adults. Parking and vegetation along Almond Avenue will be lost. Throughout the community, property values that citizens have invested for years to accrue will decrease. Given the proposed design of the changes, entrances to the Northbound 405 and to the Southbound 405 off the 605 and the 22—which are already tricky and dangerous because of many blind spots, poor signage, and inadequate space for safe lane changes—will become much more dangerous and unsafe. Many of the citizens needing to access these freeways are older and aging and already find entrances to the freeways to be anxiety-provoking challenges that make their eroding physical and driving skills more unnerving, both for themselves and for other drivers. Moreover, it is short-sighted of OCTA and Cal Trans to fail to coordinate plans for **express lanes** with representatives of LA County whose line is nearby and who have no plans to effect changes in their portion of the 405 for the foreseeable future. This will guarantee additional gridlock in our area for years to come.

PC-R10 Continued

Ms. Smita Deshpande
July 16, 2012
Page Two

It should not be overlooked that local streets will also be affected, as many additional people will begin to use them seeking more comfortable entrances to the freeways. 4

We all know that every solution creates new problems. While the proposed plans for changes to the 405 Freeway near CPE may seem progressive to OCTA and Cal Trans, it appears that the planners have not taken into account the numerous problems created by the solutions they propose to implement. Once completed, the proposed changes will not be undone for decades, and even then bad matters might again be made worse. OCTA and Cal Trans should scrap the current plans, go back to the drawing board, and take the time necessary to get it right now. 5

Therefore, as a resident of CPE for over a quarter of a century, I support the opposition of the College Park East Neighborhood Association (CPENA) to the proposed changes to the 405 Freeway. In addition, I stand by the suggestions offered by CPENA to OCTA and Cal Trans, as follows:

- o End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
 - o If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes.
 - o Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
 - o With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into SB College Park East.
 - o A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The sound wall would not need to be moved.
- 6

Thank you in advance for considering my concerns, along with the concerns of other residents in the College Park East Neighborhood Association.

I would appreciate your answering the following questions as soon as possible:

1. Why not accept and implement the suggestions offered by the CPENA? 7
2. What aspects of the Environmental Impact Report are being ignored by the proposed project? 8
3. Are you willing to give more time for residents to evaluate and respond to the proposed changes? 9
4. Have OCTA and Cal Trans consulted with Representative Rohrbacher and other elected representatives of CPE to ascertain their concerns about and responses to the proposed changes? 10

PC-R10 Continued

Ms. Smita Deshpande
July 16, 2012
Page Three

5. Have OCTA and Cal Trans determined that the proposed changes are the most cost-effective approach? 11
6. Have OCTA and Cal Trans thoroughly evaluated changes already completed with reference to their impacts on noise, pollution, safety, congestion, traffic flow patterns, etc? 12
7. Why are Air Quality Impacts not discussed in the EIR, when it is known that poor air quality in this area already greatly affects the health of residents, both children and adults, many of whom have respiratory disorders? 13
8. What steps will be taken to diminish the negative impacts on egress and ingress in the area for residents while gas petroleum line are being redirected through College Park East? 14

Sincerely,

Geneva G. Ray

CC: Governor Jerry Brown
Supervisor John Moorlach
State Senator Tom Harman
Assemblyman Jim Silva
Congressman Dana Rohrabacher

PC-R11

July 14, 2012

Dear Smita Deshpande, Branch Chief, CalTrans 12

I want to express some serious concerns my neighbors and I have about the proposed plans for the 405 Improvement Project.

Traffic Gridlock

If additional lanes are added up to the border line separating Orange and Los Angeles County lines, and no lanes are added on the Los Angeles side, unbelievable daily congestion will occur from the merge point back south to Valley View and beyond. 1

Noise, Pollution, Wasting of Natural Resources

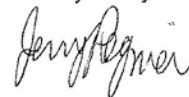
The noise from the waiting cars and their stop-and-go efforts to get through this entanglement will be huge, as will be the wasting of gasoline at a time when our natural petroleum resources are in limited supply. The increase in engine emissions and brake fibers in the air will be even more unhealthy than what we have now. 2

Sound Wall

It is essential that the existing sound wall remain intact in its present location, both for noise reduction and quality of life. Although implementing Alternative #1 would solve this problem, making it superior to Alternatives #2 and #3, a simple relining of the lanes would be preferred. Moving the wall in toward the existing homes would impact those adjacent owners to the point that it could almost be considered "cruel and unusual punishment". I encourage you to make a personal visit to Almond Ave. by the sound wall to see what I mean. 3

I would hope that the lure of a large grant of Federal road construction money will not cloud your judgement about what is the best overall solution. Is it really necessary to widen the 405 beyond the 22 when there are already seven lanes to accommodate the two freeways? 4

Thank you for your consideration.



Jerry Regnier
4228 Dogwood Ave.
Seal Beach, CA, 90740

PC-R12

July 14, 2012

To All Those In Charge of and Voting Regarding the I-405 Project in Seal Beach:

The most important reason this project is not necessary is that the freeway is ALREADY WIDE ENOUGH when the 22 and the 405 freeways converge! At the "Y" that part of the 405 becomes 2 LANES. Use them anyway you want to but you do not need to move the sound wall and move the freeway RIGHT INTO OUR HOUSES!

Not only that, as the 405 leaves the Seal Beach area it will have to reduce to 4 lanes in Long Beach (LA County) where no widening is being done causing tremendous gridlock!

If it is absolutely necessary to build something I would hope it would be alternative #1 which would not move the sound wall.

Please think seriously about this project.

Sincerely,



Kimberlee Regnier
4228 Dogwood Ave.
Seal Beach, Calif. 90740

PC-R13

From: John and Pam Reid [ReidJP@socal.rr.com]
Sent: Sunday, July 15, 2012 11:22 PM
To: Parsons, 405.dedcomments
Subject: quality in area

This will definitely impact the quality of noise, air and traffic in our neighborhood. To my knowledge none of these issues have been addressed concerning the Rossmoor area and its schools. Changing the number of lanes from larger to fewer is not going to solve traffic patterns in the area.

Please tell me how this is an improvement for the present or future of my home.

Sincerely
Pamela Reid
Rossmoor Resident

PC-R14

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

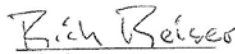
I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,


(Name)

678 W. 19TH ST #1602, Costa Mesa, Calif, 92627
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I-405 project.

PC-R15

From: Remmel Dan [mailto:DanR@oakley.com]
Sent: Tuesday, June 19, 2012 5:20 AM
To: Christina Byrne
Subject: Alt 3 ?

If you do go ahead with this project, how will anyone be able to get on the 405 at harbor or Fairview during construction? I'm against this proposal.

} 1

PC-R16

From: Remmel Dan [DanR@oakley.com]
Sent: Monday, June 25, 2012 5:39 AM
To: Parsons, 405.dedcomments
Subject: Alt. 3

I don't see how this could benefit Costa Mesa at all. I'm against it. Sounds like a nightmare traffic wise.

} 1

PC-R17

From: Roy Reynolds [rallenr@socal.rr.com]
Sent: Monday, July 02, 2012 5:08 PM
To: Parsons, 405.dedcomments
Subject: NO

No toll lanes. PERIOD.

This wasn't in Measure M. For good reason -- you would've lost and not been able to have had your Victory Party at the Hyatt -- which I'm sure we paid for as well.

} 1
} 2

PC-R18

4565 Birchwood Avenue
Seal Beach, CA 90740
July 14, 2012

Ms. Smita Deshpande
Branch Chief -- Caltrans District 12
"Attn: 405 DER-DEIS Comment Period"
2201 Dupont Dr., Suite 200
Irvine, CA 92612

Dear Ms. Deshpande:

As a native Californian and 38 year resident of College Park East, Seal Beach I am writing to you to express my deep concerns about the proposed 405 Freeway expansion. After attending two recent OCTA/Caltrans meetings wherein the general public was informed as to the three (3) alternative proposals currently under consideration, it became quite evident that the powers to be (OCTA/Caltrans & Parsons Corporation) had already determined that **Alternative #3** was their preferred choice (prior to any public comment and **without a valid EIR report**) with little chance of Alternative #1 or Alternative #2 ever seeing the light of day. While Alternative #1 (the addition of one general purpose "Freeway lane" in each direction) is the preferred choice of the majority of College Park East residents, I am writing herein to voice my strong opposition to **even considering** Alternative #3, which would in my opinion **fraudulently divert \$1.3 Billion in Measure M tax revenues** to the **construction of two (Express) Toll lanes** down the center of the 405 Freeway in each direction.

} 1
} 2

Measure M was approved by the voters and taxpayers of Orange County to improve/expand the Orange County "Freeway System" and **not to develop toll lanes, which only benefit a selective group of motorists**. As was presented to the public in both oral and verbal communications, **Alternative #3** would develop one new general purpose Freeway lane in each direction **but would at the same time convert the current "Freeway- Diamond Lane" into an (Express) Toll Lane while adding a second Toll lane**. Therefore upon completion of the Alternative #3 project the voters/tax payers and residents of Orange County would have 5 general-purpose "Freeway" lanes, which is the identical number of "Freeway" lanes that exist today (1 Diamond Freeway Lane + 4 General Purpose Freeway Lanes).

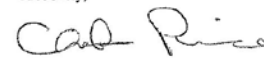
In that the taxpayers of Orange County who approved Measure M **never voted to develop "Toll Lanes"**, my question is how can Caltrans and the Board Members of OCTA even consider the perceived fraudulent diversion of \$1.3 Billion in Measure M tax revenues towards the construction of two (Express) Toll lanes with no net benefit to the majority of Orange County voters, taxpayers and motorists? - We currently have 5 "Freeway lanes" and upon the completion of Alternative #3 we will still have 5 "Freeway lanes". Therefore if Alternative #3 is approved **\$1.3 Billion in Measure M funds will in reality be diverted to the construction of 2 (Express) Toll Lanes**, which the undersigned again perceives to be a fraudulent diversion of taxpayer/voter funds.

} 3

While the officials who are eventually responsible for making the final decision to divert or not divert Orange County Taxpayer Measure M funds, **probably consider themselves immune from any future legal consequences**, so did the Officials at Penn State.

I would appreciate a response to my underlying question set forth above.

Sincerely,


Charles Rice

PC-R19

PC-R19 Continued

4565 Birchwood Avenue
Seal Beach, CA 90740
July 13, 2012

Ms. Smita Deshpande
Branch Chief - Caltrans District 12
Attn: 405 DER-DEIS Comment Period
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Dear Ms. Deshpande:

I am a resident of the College Park section of Seal Beach and am writing to you concerning the proposed 405 Freeway expansion project and the Environmental Impact Report.

Other than no expansion of the freeway, the only viable option is Alternative One, adding one general-purpose lane in both directions. The other two options have major deficiencies and should not be adopted. There are three major issues I wish to discuss:

1. The deleterious effect Alternatives 2 & 3 will have on the College Park East community, including several issues that were either ignored or not adequately addressed in the EIR.
2. The proposed toll lanes (euphemistically called express lanes) in Alternative 3
3. A severe traffic bottleneck at the Orange County/Los Angeles County line if either Alternative 2 or 3 is adopted.

1. Negative impact by Alternatives 2 or 3 on College Park East, including issues relating to the existing sound wall and Almond Avenue:

- If the sound wall were moved, how much of the wall would be torn down and for what period of time?
- If the sound wall is going to be torn down, can the new one be built before the old one is removed?
- No sound wall during construction will result in increased noise and air pollution. It will have a negative impact on property values. Also, there will be an increased danger from cars coming off the freeway into the neighborhood.
- The existing sound wall is built to higher specifications than what OCTA/Caltrans currently builds (both height and structurally). Will a new wall be of the same specifications and high quality that we currently have?
- What are the air quality impacts to College Park East by adding these lanes, especially since they will cause a constant gridlock of cars at the county line?
- Almond Ave. is the only access street for many residents in our community. There will be a loss of parking. Where do cui-de-sac residents park on street sweeping day?
- If Almond Ave. becomes a narrower roadway, it will increase hazards to pedestrians and bicyclists.
- There is the possibility of having to relocate gas/petroleum lines through College Park East. What environmental impact will this have on the community? Construction vehicles may need to access, and construction activities may be staged along Almond Avenue. How will this impact the residents and their ability to get to their homes?

2. Alternative 3 – Toll (Express Lanes) – Making traffic worse, fiscal irresponsibility and a fraudulent takeover of freeway lanes that had previously been paid for by taxpayer money.

- Supposedly the goal of this project is to improve the flow of traffic. However, by putting in toll lanes that a huge majority of resident will not use or want to pay for using, more traffic will be

diverted to the general purpose lanes, thereby making the flow of traffic worse rather than better for most drivers.

- We have already paid for the existing carpool lane with taxpayer money. Alternative 3 would take this existing carpool lane and turn it into a toll lane. **The new general-purpose lane will therefore only replace this carpool lane, and we will not gain any additional free lanes (non-toll).**
- Right now a taxpayer-funded project is going on in which a carpool connector lane is being built for traffic from the 405 to the 605. If Alternative 3 is adopted, this taxpayer-funded roadway will become part of the toll road – not what the voters/taxpayers expected or were told when this project was proposed. We have been lied to.
- **At this moment, we have 5 lanes on the 405 (4 general purpose lanes and one carpool lane). If Alternative 3 is adopted, we will still end up with only 5 non-toll lanes. We will have spent 1.3 billion dollars of taxpayers' money and gotten absolutely nothing for it.**
- The proposed toll lane benefits cars with three or more people, discriminating against seniors, whose families are grown and who, therefore, generally only have two people in the car.
- These toll lanes will only serve the people who can afford to use them or require car pools to be at least three people per vehicle, which will cause more use of the general-purpose lanes. **This defeats the purpose of the "improvement" project, which was supposed to improve the flow of traffic.**

3. Gridlock and bottleneck at the Orange/Los Angeles County line:

- Los Angeles County has no plans to add additional lanes on its portion of the 405 in the near future or possibly for decades. Therefore, there will be a bottleneck at the county line when the freeway lanes decrease from as many as seven down to five. Gridlock will ensue with traffic backed up. How far south will this gridlock occur?
- What will be the environmental impact of this constant bottleneck on the freeway?
- Until both counties agree to widen their parts of the freeways, neither Alternatives 2 nor 3 should be considered.

To summarize, only Alternative #1 is feasible. First of all, it is the only proposal for which the county supposedly has sufficient Measure M funds, \$1.3 billion. It would be fiscally irresponsible to take on any project requiring more funds, even in the form of bonds. When the voters approved Measure M, we did it to improve our roads and traffic, **not for creating projects that would lead to toll roads. Toll roads were never mentioned.** Our highways are called freeways for a reason. Alternatives 2 & 3 would create a permanent and massive bottleneck at the county line. Finally, Alternative #3 would remove already taxpayer-funded lanes (our existing carpool lane & the soon to be built carpool connector lane) and make them toll roads. Also, traffic on the general-purpose lanes would be worse, rather than better if we had toll lanes.

I would appreciate a response to my concerns. Hopefully, the OCTA Board makes the correct decision.

Yours truly,

Zelda Rice
Zelda Rice

PC-R20

From: Ken Rhea [kjrhea@gmail.com]
Sent: Friday, June 22, 2012 1:18 PM
To: Parsons, 405.dedcomments
Subject: freeway widening Fountain Valley

Stop.

The cities of Fountain Valley and Costa Mesa are being hijacked to rescue over-development.

We're over-developed and will have to learn to live with it with existing infrastructure. Carpool, staggered starts, tele-commuting are all preferable to tearing down a new bridge and adding noise to the adjacent homes.

Toll lanes? Now you're just being ridiculous.

Please be sensible with our transportation dollars instead of tearing down a very functional interchange.

Best regards,

Kenneth J. Rhea,
Costa Mesa

1

PC-R22

From: Bella Ridley [littlemshotpocketbella@gmail.com]
Sent: Tuesday, July 17, 2012 3:29 PM
To: Parsons, 405.dedcomments
Subject: I405 - NO build

What 2 Billion dollars? -- NO BUILD. OCTA could have posted the ten-minute video from the public hearing on their webpage, on the OCTA face book page and linked it to You tube. OCTA could have reached out through the local TV media and use the freeway message board on the 405, if they really wanted to contact the 300,000 daily users on the 405. After the viewers watch the video, I think they would agree with the NO build because the build alternatives don't make sense. OCTA needs to go back to the drawing board and do it right thing. Most importantly, the alternatives would undo the work currently being done at the 405/605/22 West County Connector. How much TAX PAYER money is OCTA allowed to WASTE/MISUSE?

1

PC-R21

From: Raymond RICHARDS [maryray1@sbcglobal.net]
Sent: Monday, June 18, 2012 3:19 PM
To: Parsons, 405.dedcomments
Subject: Fw: 405 widening

----- Forwarded Message -----

From: Raymond RICHARDS <maryray1@sbcglobal.net>
To: 405.documents.parsons@parsons.com
Sent: Mon, June 18, 2012 11:02:55 AM
Subject: 405 widening

We see no need for the expense and inconvenience of an additional high volume lane through our city. The present lane is not used all that much and we certainly don't need more toll roads in this area. Thank you.

Raymond Richards

1

PC-R23

PC-R23 Continued

From: Robin Ridley [ridleyrobin@gmail.com]
Sent: Tuesday, July 17, 2012 2:20 PM
To: Parsons, 405.dedcomments
Subject: OC should be looking at more efficient smart growth concepts/alternatives

---VOTE----- NO BUILD

Thank you for completely the environmental document. When it comes to large expensive, comprehensive public projects like this, it must be done right or it is a colossal waste of money and public good will. I find that none of the build alternatives are acceptable and will result in a waste of taxpayer money and result in great loss of public good will.

If any of the overpasses/bridges are "touched/rebuilt" they must be rebuilt for "Smart Growth" for a light Rail within the right of way of the I405 in later projects. The OC neighboring county, LA, has a light rail system that is raised up and runs down the middle of the 105 freeway, why can't we build something like that on the 405? Before you say it will cost too much and can't be done.

FHWA webpage says: Coordinating (or integrating) land use and transportation planning and development is commonly considered today as one facet of "smart growth", sustainable development, new urbanism, or other similar concept.

In addition to new approaches to how we maintain and enhance the livability of our communities referred to above, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which became federal law in August 2005, reconfirms the need to consider land use through the federally-supported transportation planning program. One of the eight planning factors (see 23 USC 134 (h) (1)) states the following:

(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development.

The Colorado transportation expansion T-REX project took place in an area that has similar characteristics to the location of the I405 project limits. Some of the elements included, but were not limited

to: additional lane in each direction, reconstruction and widen numerous bridges, improved drainage, enhanced safety, add and improve shoulders, improve ramps and acceleration/deceleration lanes.

The T-REX project was a unique situation because it combined light rail, highway, bike, pedestrian and other transit options, the project used a multi-modal approach to address some of the traffic problems.

The multi-agency cooperation created an effective and efficient partnership. When all of these agencies worked together, they used a design-build methodology and completed the project within 5 ½ years, more than a year ahead of schedule, costing \$1.67 BILLION that transformed the way people in the metro Denver area commute. "The rail lines were built because just expanding the freeway wasn't enough to handle the commuter capacity,"

The cost on the T-REX project was very close to the total cost for build alternative 3 in the I405 improvement project. The T-REX is smart growth. The Build Alternative #3 is not. Build Alternative #3 only takes away, rights, use, exits, and its inconsistent with the overall freeway system in OC. More importantly, if you research other states trying to use the HOT lane concept, you will find that those states are riddle with lawsuits, and lack of ridership, and/or highly subsidized to increase ridership. The build Alternative 3 doesn't make sense. I believe there have been enough people commenting in detail on how the Build

Alternative #3 Toll Road doesn't make sense based on numerous excellent arguments, such as existing rights, financially wasteful, and contradictory concepts so I am not address those concepts.

However, if Orange County is as big in population growth and economic contributions as the Environmental Document says, and is geographically small with the lack of land use/right of way. Isn't it time to practice a forward thinking concept of sustainability, and build the system right?

Yet, public transportation systems have a net benefit to the economy of dense cities. Without subway/light rail systems the roads will be so congested it will be very difficult to move around.

Yes, another reasoning for not building a light rail some say is because of cost. Well, ok that is true, especially in the United States people think that subsidizing mass transit is a bad thing, but what people are not looking at is a) supporting transit benefits people who never use it, because it equals less cars on the road b) freeways and air travel is massively subsidized, but that is not complained about, in fact, it is an embraced concept, c) there are plenty of other areas that don't make a profit, such as sidewalks, ADA sidewalks, traffic signals, but we still build them, people still use them and everyone benefits whether they use them or not.

Lastly, there is a Metro that is running at a profit, other than rail systems in Japan. The Vancouver metro seems to be running at a profit, and it could be their approach. "In 2002, the Metro Vancouver Board made "sustainability" the central tenet of all Metro Vancouver plans and operations. This comprehensive endeavor has become known as the Sustainable Region Initiative, or more familiarly as the 'SRI'.

We should be looking at more efficient and smart growth concepts/alternatives, not the ones presented in the Environmental Document. No - Build.

PC-R24

From: Janet Riness [jriness@roadrunner.com]
Sent: Thursday, June 21, 2012 3:24 PM
To: Parsons, 405.dedcomments
Cc: 'Janet Riness'
Subject: Thoughts from Seal Beach

Hello,






My husband and I live in the College Park East area of Seal Beach along the 405 freeway. Yes, we are very concerned with the possible movement of the sound wall by the addition of another freeway lane. Here are my comments for your consideration:

1. we already have seven lanes of traffic because of the three freeways coming together right here
2. there is a bottle neck of traffic at Palo Verde in Los Angeles county because of so few lanes there
3. no need going ahead with this very expensive project without LA County be 'on board' with improvements first
4. toll lanes are supposed to pay for the \$1.6 billion project (which will increase in price) but existing toll lanes other places are under used and are not paying for themselves
5. moving the sound wall will put it far too close to our homes with more noise, danger and pollutants

No, we don't want an additional lane that will harm our lifestyle and really not relieve any traffic.


Thank you for reading,
Janet Riness
Oleander Street
Seal Beach
jriness@roadrunner.com

PC-R25

 <h2 style="margin: 0;">I-405 Improvement Project</h2> <h3 style="margin: 0;">Public Hearing</h3> <h3 style="margin: 0;">Comment Sheet</h3>									
<p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p>									
<p>Meeting Venue (please check one of the following):</p> <p> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium </p> <p> <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center </p>									
<table border="1" style="width: 100%;"> <tr> <td colspan="2">Name (First and Last): <u>Bobby Rivera</u></td> </tr> <tr> <td colspan="2">Organization: <u>Labo Local 682</u></td> </tr> <tr> <td colspan="2">Address (Optional): <u>28540 Perry Rd Murrieta, CA 92563</u></td> </tr> <tr> <td>Phone Number: <u>(951) 719-4326</u></td> <td>Email address:</td> </tr> </table>		Name (First and Last): <u>Bobby Rivera</u>		Organization: <u>Labo Local 682</u>		Address (Optional): <u>28540 Perry Rd Murrieta, CA 92563</u>		Phone Number: <u>(951) 719-4326</u>	Email address:
Name (First and Last): <u>Bobby Rivera</u>									
Organization: <u>Labo Local 682</u>									
Address (Optional): <u>28540 Perry Rd Murrieta, CA 92563</u>									
Phone Number: <u>(951) 719-4326</u>	Email address:								
<p>Comments: <u>It will help make the freeway safer and ease increasing traffic.</u></p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p style="text-align: right;">(Space for comments continued on reverse)</p>									
   									

PC-R26

PC-R26 Translation

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Leandro Martinez Rivera</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional): <u>2011 S. Hickory Santa Ana CA 92707</u>	
Phone Number: <u>714-4701799</u>	Email address:

Comments: Empleo en el Comercio de Construction esta
en lo mas bajo de todos los tiempos

(Space for comments continued on reverse)


Comment:

Employment in the construction industry is at its lowest point ever.

1

PC-R27

PC-R28



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☒ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Douglas Robinson</u>	
Organization: _____	
Address (Optional): _____	
Phone Number: <u>626-548-1475</u>	Email address: <u>dougray42@SBCGLOBAL.NET</u>

Comments: I AM A REGULAR COMMUTER ON THE 405 AND
TRAFFIC IS TERRIBLE. PLEASE BUILD THIS PROJECT.
I THINK ALTERNATE 3 WOULD DELIVER THE MOST
BANG FOR THE DOLLAR. THIS PROJECT IS OVERDUE AND
VERY NECESSARY TO KEEP TRAFFIC FLOWING

(Space for comments continued on reverse)



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Keenan Roberson</u>	
Organization: <u>labor local 652</u>	
Address (Optional): <u>P.O. Box 6274 Buena Park, Ca, 90622</u>	
Phone Number: <u>(714) 252-5352</u>	Email address: _____


Comments: _____
By 2040 orange County will add 370 Thousand
Traffic Congestion,

(Space for comments continued on reverse)

PC-R29

PC-R30

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>EDDIE ROBLES</u>	
Organization:	
Address (Optional): <u>(562) 692-9814</u>	
Phone Number:	Email address:

Comments: SPEND MORE TIME WITH FAMILY
RATHER THEN ON THE FREEWAY

(Space for comments continued on reverse)

Constituent Comment

District AD67

Robbins, Karen

8081 Holland Dr

Huntington Beach CA 92647-6345

Investwithcashflow@gmail.com

07/17/2012 02:23 pm

List Name: Environmental Impact - Oppose

Stance : Oppose

Issue Name: Environmental Impact

Notes :

I405 improvement - NO BUILD. give us a light rail and NO toll/HOT lane. We already paid for the diamond lane. thank you

1

PC-R31

Constituent Comment

District AD67

Robbins, Karen

8081 Holland Dr Apt 8k

Huntington Beach CA 92647-6364

investwithcashflow@gmail.com

07/17/2012 02:23 pm

List Name: General Correspondence

Stance :


Issue Name: Submit Your Ideas For New Legislation

Notes :

Cap on OCTA spending for projects. Transparency and accountability. After the cap on the project is reached, the OC public should vote. OCTA should not have any self-interest in projects.

1

PC-R32



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☒ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>ANTHONY ROBLES</u>	
Organization: <u>416 IRONWORKERS</u>	
Address (Optional): _____	
Phone Number: <u>(562) 677-6093</u>	Email address: <u>ANTMANAFEST@YAHOO.COM</u>

Comments: TIRED OF TRAFFIC AND HASSLE OF COMMUTING.


(Space for comments continued on reverse)

1

PC-R33

PC-R34

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 -- Orange Coast Community College ☐ Thursday, June 7, 2012 -- Rush Park Auditorium
☐ Wednesday, June 6, 2012 -- Westminster Community Center ☐ Thursday, June 14, 2012 -- Fountain Valley Senior Center

Name (First and Last): Thomas R. Robles Sr.
Organization: Ironworkers
Address (Optional): 512 W. Houston Ave Fullerton Ca 92832
Phone Number: (562) 863-5653 Email address: Tom@Ironworkers416.org

Comments: With AIT #3 IT would Help with my Travel Time
To work and to home, Save on Gas and Help everyone
Please Take or Vote for AIT #3

(Space for comments continued on reverse)

From:
Sent:
To:

Rosa Roch [rgodnr1@gmail.com]
Saturday, July 14, 2012 12:55 PM
Moorlach, John; Adams, Audra; Bates, Pat; Campbell, Bill; dhansen@surfcity-hb.org;
CFikes@surfcity-hb.org; Nguyen, Janet; fvrdrandall@yahoo.com; lori@lorrighalloway.com;
pglaab@cityoflagunaniguel.org; mpulido@santa-ana.org; pherzog@lakeforestca.gov;
jamante@tustinca.org; Wendy Knowles; fvproud@fountainvalley.org;
citycouncil@cityoforange.org; mayor@garden-grove.org
No tolls on 405

Subject:

To Whom it May Concern,

Please do not add another burden to our shoulders; we have enough as is right now.

Thank you,


--
Rosa Ma

} 1

} 1

PC-R35

PC-R35 Continued



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following): June 12, 2012 Seal Beach Tennis Club





☐ Monday, June 4, 2012 - Orange Coast Community College
 ☐ Thursday, June 7, 2012 - Rush Park Auditorium
☐ Wednesday, June 6, 2012 - Westminster Community Center
 ☐ Thursday, June 14, 2012 - Fountain Valley Senior Center

Name (First and Last): <u>Terah Rodriguez</u>	
Organization: <u>resident of College Park East Seal Beach</u>	
Address (Optional):	
Phone Number: <u>562 833-5183</u>	Email address:

Comments: I am completely AGAINST moving the freeway wall along the 405 freeway in Seal Beach. First we were told that the existing freeway wall was earthquake safe. At the meeting June 12th to the Seal Beach Tennis Club we were told the replacement wall would not be up to earthquake standards. Why would you put the residents of College Park East in unnecessary danger in case of a major earthquake?

I agree we need more lanes on the freeway - one going across here both directions. Two toll lanes in each direction.

(Space for comments continued on reverse)

was added to the 41 freeway. That addition did nothing to relieve congestion. Maybe traffic would move a little faster if there were general access lanes. You use everyone's tax dollars to benefit a few that can afford the high tolls. Since LA County won't be adding lanes from the LA County line into LA County you are going to be creating more congestion & danger as the cars try to merge into decreasing lanes on the LA County line.

The citizens of Seal Beach voiced their opinion at the June 12 meeting. DO NOT move the wall!! Add one lane in each direction!!

Please use another sheet if you need more space for your comments.


To submit completed comment sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
 Ms. Smita Deshpande
 Branch Chief - Caltrans District 12
 "Attn: 405 DEIR-DEIS Comment Period"
 2201 Dupont Drive, Suite 200
 Irvine, CA 92612

Responses may also be emailed to:
405.deircomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
 Christina Byrne, Outreach Manager
 (714) 560-5717
www.octa.net/405improvement
www.facebook.com/405improvement

PC-R36

PC-R37

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☒ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Heracio Rodriguez
Organization: I.P.A.T.
Address (Optional):
Phone Number: 805-443-6028 Email address: herdisrock@yahoo.com

Comments: The I-405 Improvement project is a great project to improve
not only traffic conditions but to help support about 9
thousand local union workers funded by this project.

(Space for comments continued on reverse)

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Melitor Rodriguez
Organization: Labor Local 652
Address (Optional): 2012 W DAHL LN
Phone Number: 714-446-6310 Email address:

Comments: SEÑESESIA MAS TRABAJO
PARA LA JENTE KENESESITA TRABAJAR
MAS LINEAS EN EL FRI GUIN
POR KE AY MUCHOS ASSIDENTES

(Space for comments continued on reverse)






   

PC-R37 Translation

Comment:

We need more jobs for the unemployed people and more lanes in the freeway because there are a lot accidents.

PC-R38

	I-405 Improvement Project Public Hearing Comment Sheet		
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.			
Meeting Venue (please check one of the following):			
<input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College	<input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium		
<input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center	<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center		
Name (First and Last): <u>Maria Rodriguez</u>			
Organization: <u>Local 416</u>			
Address (Optional): <u>1864 Laurel Ave</u>			
Phone Number: <u>562 599 1423</u>	Email address:		
Comments: <u>the construction site is in second phase</u>			
<u>710</u>			
(Space for comments continued on reverse)			
			






} 1

PC-R38 Translation

Comment:

I would like that you would build a second deck, 710.

PC-R39

 I-405 Improvement Project Public Hearing Comment Sheet	
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
Meeting Venue (please check one of the following):	
<input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input checked="" type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center	
Name (First and Last): <u>Richard Dodson</u>	
Organization: _____	
Address (Optional): <u>4367 Alamo St</u>	
Phone Number: <u>(805) 501-7089</u>	Email address: <u>Ricky.Dodson1a@Hotmail.com</u>
Comments: <u>I use that freeway all the time</u> <u>to get to and from work and it's</u> <u>always a nightmare. Please pass this</u> <u>improvement project to make the freeway</u> <u>bigger ! ! ! !</u>	
_____ _____ _____ _____ _____	
(Space for comments continued on reverse)	
   	

PC-R40

From: Jen [jennifernbriht@yahoo.com]
Sent: Thursday, June 21, 2012 11:33 AM
To: Parsons, 405.dedcomments
Subject: Seal Beach 405 Construction

To whom it may concern,
I am writing to voice my opposition to the widening of the 405 freeway in Seal Beach. The homes in the affected neighborhood are very close to the freeway. The widening and removing/rebuilding of the wall that separate the freeway and homes will put residents closer to the noise and pollution of traffic. Additionally, Almond Street will be narrowed and street parking will be lost.
As a resident of Seal Beach, I have many friends who are affected by the proposed construction. Please stop this project, as it is unnecessary and detrimental to the community in question.
Thank you,
Jennifer Rohdenburg
130 13th St
Seal Beach, CA 90740
949-300-8509

1

PC-R41



I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last):	AURELIO ROSAS
Organization:	1258 ROWAN AVE Labor Local 652
Address(Optional):	LOS ANGELES CALIF 90063
Phone Number:	323-322-5809
Email address:	

Comments:

O EMPLO EN EL COMERCIO LA CONSTRUCCION EN LO MAS
BAJO DE TODOS LOS TIEMPOS

1

(Space for comments continued on reverse)



PC-R41 Translation

Comment:

Employment in the construction industry is at its lowest point ever.

PC-R42

July 15, 2012

Ms. Smita Deshpande,
Branch Chief – CalTrans District 12
Att: 405 DEIR/DEIS Comment Period
2201 Dupont Drive, Suite 200
Irvine CA 92612

Dear Ms Deshpande,

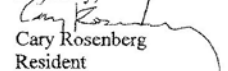
I am requesting that CalTrans support Alternative 1 of the I-405 Improvement project in Orange County. My reasons are as follows:

-Voters did not approve any additional funding or improvements beyond Measure M. The increased costs, noise and pollution will be a burden for residents of Orange County, such as myself, while the primary benefit will be for residents of Los Angeles County who are traveling through the I-405 corridor. The project also stops at the Los Angeles County border, so any additional traffic will back up in Long Beach. The project just adds expense and potential large tax expense to the next generation without a long term plan.

I live in College Park East in Seal Beach and commute on the 405. The carpool lane typically is very fast moving with few cars on it. As evident on the 73 Toll-Road, there is not enough usage to pay for the high costs. The studies and plans on usage were completed prior to the recession in 2007, and Southern Californian resident's ability and proclivity to pay for daily tolls has changed over time as more than 30% have negative equity in their homes. Toll roads are a luxury expense that the voters you represent did not approve. In addition, the voters did not approve Alternative 2.

Respectfully, I am requesting that you approve Alternative 1.

Sincerely,


Cary Rosenberg
Resident
4573 Dogwood Ave.
Seal Beach, CA 90740
(562) 795-5632
Caryr18@roadrunner.com

PC-R43

July 15, 2012

Supervisor John Moorlach
333 W. Santa Ana Blvd.
Santa Ana, CA 92701

Dear Mr. Moorlach,

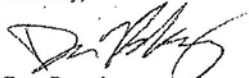
I am requesting that CalTrans support Alternative 1 of the I-405 Improvement project in Orange County. My reasons are as follows:

-Voters did not approve any additional funding or improvements beyond Measure M. The increased costs, noise and pollution will be a burden for residents of Orange County, such as myself, while the primary benefit will be for residents of Los Angeles County who are traveling through the I-405 corridor. The project also stops at the Los Angeles County border, so any additional traffic will back up in Long Beach. The project just adds expense and potential large tax expense to the next generation without a long term plan.

The carpool lane typically is very fast moving with few cars on it. As evident on the 73 Toll-Road, there is not enough usage to pay for the high costs. The studies and plans on usage were completed prior to the recession in 2007, and Southern Californian resident's ability and proclivity to pay for daily tolls has changed over time as more than 30% have negative equity in their homes. Toll roads are a luxury expense that the voters you represent did not approve. In addition, the voters did not approve Alternative 2.

Respectfully, I am requesting that you approve Alternative 1.

Sincerely,


Dana Rosenberg
Resident
4573 Dogwood Ave.
Seal Beach, CA 90740
(562) 795-5632
Caryr18@roadrunner.com

PC-R44

July 15, 2012

Supervisor John Moorlach
333 W. Santa Ana Blvd.
Santa Ana, CA 92701

Dear Mr. Moorlach,


I am requesting that CalTrans support Alternative 1 of the I-405 Improvement project in Orange County. My reasons are as follows:

-Voters did not approve any additional funding or improvements beyond Measure M. The increased costs, noise and pollution will be a burden for residents of Orange County, such as myself, while the primary benefit will be for residents of Los Angeles County who are traveling through the I-405 corridor. The project also stops at the Los Angeles County border, so any additional traffic will back up in Long Beach. The project just adds expense and potential large tax expense to the next generation without a long term plan.

I live in College Park East in Seal Beach and commute on the 405. The carpool lane typically is very fast moving with few cars on it. As evident on the 73 Toll-Road, there is not enough usage to pay for the high costs. The studies and plans on usage were completed prior to the recession in 2007, and Southern Californian resident's ability and proclivity to pay for daily tolls has changed over time as more than 30% have negative equity in their homes. Toll roads are a luxury expense that the voters you represent did not approve. In addition, the voters did not approve Alternative 2.

Respectfully, I am requesting that you approve Alternative 1.

Sincerely,


Melinda Rosenberg
Resident
4573 Dogwood Ave.
Seal Beach, CA 90740
(562) 795-5632
Caryr18@roadrunner.com

PC-R45

On Jun 6, 2012, at 7:09 AM, "Ann Marie Rousseau" <amrousseau@mindspring.com> wrote:

Dear Ms Byrne,

I would like to express my strong objection to the construction and expansion of the 405 freeway. I vote no on alternative 3.

Ann Marie Rousseau

Duvall Hecht

Costa Mesa Home owners

} 1

PC-R46

From: Jon & Patricia Rowe [rowboat9@yahoo.com]
Sent: Sunday, June 24, 2012 2:48 PM
To: Parsons, 405.dedcomments
Subject: For Option-2/Against Option-3

As residents of Costa Mesa since 1998 (and of Huntington Beach for 20 years before that), we are providing our input to the Commission regarding Orange County Transportation Authority's proposed Alternative 3 to expand the 405 freeway and add toll lanes. We believe Alternative-3 would be detrimental to the quality of life in our neighborhood, primarily due to increased noise. We knew we were in close proximity to the 405 freeway when we purchased our home. But we never foresaw that there would someday be a plan to add an elevated roadway which would broadcast vehicle noise pollution over a wider area.

} 1

Beyond the environmental concerns, we object to Alternative-3 for other reasons:

1. We endured almost 3 years of construction at the Harbor Blvd/I-405 interchange, completed only 2 years ago. And now OCTA wants to demolish the Southbound on-ramp bridge that was just constructed. This calls into serious question the long-range planning capability of OCTA and its staff. **How dare you** throw-away taxpayer dollars on projects that cost millions of dollars, create years of construction noise, delays and inconvenience to the driving public, only to tear them down within 5 years of completion?

} 2

2. Ditto for the Fairview Road bridge which just cost the taxpayers \$7 million to improve, only to be torn-down by OCTA as part of Alternative-3. Any thinking person would consider this funny, if it wasn't such a tragic waste of taxpayer dollars in an era when California universities are closing their doors to new entrants and needy seniors are losing their support systems due to historic state budget deficits. Again, how can OCTA planners (and their consultants) who - one would assume - are well-paid to do the hard work of properly planning for present and future regional transportation needs, be so off-the-mark that they can't project at least 10 years into the future?

} 2

3. Alternative-3 does not deliver on the promise to improve traffic flow, because it does not change the number of general purpose lanes available to non-toll-paying motorists. We voted to extend Measure-M and tax ourselves on the promise that the money would be used to benefit ALL citizens of Orange County, not just the privileged few who can afford to pay \$6 to \$10 dollars for every trip using a toll lane.

} 3

4. Alternative-3 does not pass the smell test. It looks very much like public tax money is being used to help bail-out the the private Route-73 Toll Road investors.

} 4

I have commuted from my home in Orange County to my job in Redondo Beach since 1981. To be quite honest, I have noted very little change in the congestion on any portion of the I-405 along my daily commute in all those years (unless you include the congestion caused by various CalTrans construction projects during those years). In truth, I see no need for ANY of the three proposed options. But, if OCTA insists on continuing to move ever-more dirt along the I-405, Alternative-3 should be dismissed as a non-starter. I fully expect that OCTA and CalTrans will ignore all public input regarding this issue and do what they please. But maybe, just maybe, if enough people scream loud enough, the message might get through.

} 5

Jon and Patricia Rowe
1843 Gistler Ave.
Costa Mesa, Calif. 92626

PC-R47


From: Royal, Rob (RBC Wealth Mgmt) [rob.royal@rbc.com]
Sent: Wednesday, June 20, 2012 11:51 AM
To: Parsons, 405.dedcomments
Subject: 405 alternatives

I strongly oppose option 3 of the HOT lanes.
I am a resident of Costa Mesa and work in Long Beach and use this section of road often.
Adding general purpose lanes is one thing.
Adding a carpool lane could make some sense.
Using taxpayer funds to support a private road is a horrible idea.

J. Rob Royal | Vice President - Financial Advisor | RBC Capital Markets, LLC
Tel 562-799-7580 | Cell 714-319-2973 | Fax 562-493-8578

Please visit my website: www.JRobRoyal.com

PC-R48



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):





☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium

☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Jose A. Zagal</u>	
Organization: <u>Labon Local 652</u>	
Address (Optional):	
Phone Number: <u>1601-9 - Wabinton</u>	Email address: <u>Santa Ana CA 92701</u>

Comments: sino estan trabajando nos pueden
ayudar a mantener la economia
en la 405 Frisones de 73 to 605
Frisonas to turn business to the north

(Space for comments continued on reverse)

PC-R48 Translation

Comment:

If they're not working, it could help maintain the economy.

PC-R49

From: Ruth Rudis [mailto:ruthrudis@yahoo.com]
Sent: Tuesday, July 17, 2012 1:53 PM
To: 2, District
Subject: 405 Freeway

Dear Supervisor John Moorlach,

Thanks in advance for taking the time to read my comments on the 405 Freeway plans.

I am in favor of the plan for one new lane in each direction.

The fourth choice, no new lanes, makes sense for the present, because of the lanes disappearing at the LA County line and causing huge congestion. But I believe your data on the projected increase in traffic, and hopefully LA County will someday come to its senses. Meanwhile, at least the traffic from Seal Beach south will be helped with the two additional lanes. Choice number 2 will cause tremendous disruption in order to gain additional lanes, so I am opposed to it.

In addition to being vehemently against choice number 3, I also believe it to be illegal. I heard the explanation of one of OCTA's official at a community meeting that it didn't violate the spirit or letter of the proposition that was passed to widen the freeway, because those toll lanes would be paid for out of toll revenues, not the taxes allocated from the proposition. I felt like standing up and pointing out the speaker's sophistry, but I'm sure lawyers will be honing in on his twists of language should the board foolishly pick number 3.

In brief, no matter what any official says, the toll road proponents are using the funds from the proposition to do all the expensive work on the bridges and other construction necessary for new lanes, then piggybacking on this work with their

additional lanes. In other words, the toll roads couldn't be built, unless this work was done first. So yes, our taxes would be paying for the toll lanes, even though we never voted to use them that way.

Thanks again.

Ruth and Al Rudis

PC-R50

From: Joan Rudisil [JRudisil@murphyevertz.com]
Sent: Monday, May 21, 2012 11:21 AM
To: Parsons, 405.dedcomments
Subject: Attachment A

After reviewing the Draft EIR/EIS for the I-405 Improvement Project, on page 3.1.4-33 it states under section 3.1.4.2.3 Environmental Consequences under Nonresidential Displacements, based on preliminary engineering data, acquisitions from 93 parcels (see Parsons 2011a, Attachment A).

I am interested in seeing what Parsons 2011a, Attachment A to the Draft EIR/EIS is. I cannot locate it from the documents that are downloaded on the Caltrans District 12 web page. Can you pdf it to me or tell me where I can find it with the DEIR/EIS? Thank you for your time.

Joan S. Rudisil
 Director of Marketing/Paralegal

MURPHY & EVERTZ
 Attorneys at Law

650 TOWN CENTER DRIVE, SUITE 550

COSTA MESA, CA 92626

TEL: 714-277-1708


FAX: 714-277-1777

www.MurphyEvertz.com

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

PC-R54

PC-R54 Translation

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jose L. Ruiz
Organization: Labor Local 652
Address (Optional): 10611 Patricia Dr Anaheim Ca 92804
Phone Number: 714-728-3010 Email address: _____

Comments: empleado en el comercio de construcción
esta en lo mas bajo de todos los tiempos

(Space for comments continued on reverse)


Comment:

Employment in the construction industry is at its lowest point ever.

} 1

PC-R55

PC-R56



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Rubem Ruiz</u>	
Organization: <u>Labor Local 650</u>	
Address (Optional): <u>2522 S. Lowell St</u>	
Phone Number: <u>714-662-2057</u>	Email address:

Comments: Employment in the construction
trade is at an all time low. Help reduce
traffic and time on freeway. More time at home.

(Space for comments continued on reverse)



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Rubem Ruiz</u>	
Organization: <u>Labor Local 650</u>	
Address (Optional): <u>4113 Carritos Ave #68 Stanton CA 90680</u>	
Phone Number: <u>714</u>	Email address:

Comments: We need widen the 405 Fwy
because of the traffic and for the
future

(Space for comments continued on reverse)

PC-R57






From: diane rush [rush534@yahoo.com]
Sent: Monday, July 16, 2012 11:23 PM
To: Parsons, 405.dedcomments
Subject: Expansion of 405

I am responding to the proposed expansion of the 405 freeway by OCTA. I am a resident of Rossmoor and oppose this measure. Air pollution increases are known to cause and exacerbate respiratory conditions. Please reply and note any mitigation measures you are considering.

Diane Rush
 Rossmoor resident
 OCTA commuter since 1976

} 1


PC-R58

	
I-405 Improvement Project Public Hearing Comment Sheet	
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
Meeting Venue (please check one of the following):	
<input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College	<input checked="" type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium
<input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center	<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center
Name (First and Last): <u>Clinton Risk</u>	
Organization: <u>416 TRINITY WORKERS</u>	
Address (Optional): <u>PO BOX 721636</u>	
Phone Number: <u>760) 646-0171</u>	Email address:
Comments: <u>AREA IS TOO CONGESTED! SPENDING TOO MUCH TIME AWAY FROM MY FAMILY. CUT DOWN ON POLLUTION.</u>	
(Space for comments continued on reverse)	
   	

} 1

PC-R59

PC-R60



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Jeff Ruvalcaba</u>	
Organization: _____	
Address (Optional): <u>4850 Silverleaf orange ca 92869</u>	
Phone Number: <u>(714) 770-7360</u>	Email address: <u>Jeff.Ruvalcaba@yahoo.com</u>

Comments: We need a Toll Road to Lessen
The Traffic, yes to express lanes,

(Space for comments continued on reverse)

June 21, 2012

Sandra Deshpande
Cal Trans District 12


LEAVE OUR WALL ALONE!

OCTA wants to tear down our Soundwall and move it up to 10 feet closer to our homes to expand the 405!!

If they move the wall as proposed in at least 2 of their alternatives:

- There will be some unknown period where there is NO WALL while they rebuild
- We lose parking on one side of Almond and safety for our kids, runners, bikers, and dog walkers that enjoy the larger street
- There will still be a bottle neck at the 605 because LA County is NOT expanding the 405 on their side of the county line
- We will have increased noise and pollution and the related health concerns
- All our house values will likely go down – especially during the period of the rebuild


Sandra L. Royle 4609 Elder Ave Seal Beach



Sandra L. Royle
#609 Elder Ave
Seal Beach, CA 90740

SANTA ANA, CA 92705

23 JUN 2012 PM 4:11



Sandra Deshpande
Cal Trans District 12
2201 Dupont Drive
Suite 200
Irvine Ca 92612

92512750970

PC-R61

On Jun 6, 2012, at 7:03 AM, "Randy Rydjeski" <rydjeski@shcglobal.net> wrote:

Hello,
I am a resident of the Halecrest/Hall of Fame housing tract right by the freeway in Cost Mesa, between Fairview and Harbor Blvd. I am obviously objecting to the expansion and toll lane that has been proposed. The amount of disruption that will occur will be well beyond anything that we have experienced before, just the Fairview bridge enlargement a few years ago was bad enough, but this will be such a disruption that the traffic will make a day in downtown LA look pleasant. As to the Fair, that will be a massive nightmare, backing up traffic on the 55 Fwy into Orange and making Harbor Blvd impossible to travel on. As we know toll roads are money losers yet the same people who initially invest in them are behind this one too. Anyway, my contacts up in Sacramento tell me it is a done deal and that we are lucky they are not going to force out home owners under eminent domain, and that "we should shut up if we know what is good for us." Quite reassuring I must say. I know this effort by us is tantamount to rearranging the deck chairs on the Titanic, I at least I have said something and voiced my opinion. We will be awaiting the bulldozers and 24 hr high decibel noise. I can't wait to not be able to sleep at night due to the construction, and have quality of life drastically effected for me and my family. Thanks ever so much.

Respectfully Yours,

Randall Rydjeski

1
2
3
4

PC-R62

Jaya Ryerson (R)
4872 DOGWOOD AVE
SEAL BEACH
OPPOSES 405 WIDENING
NOISE, AIR POLLUTION
& DECREASE PROP
VALUES

1

RESPONSE TO PUBLIC COMMENTS (PC)-R

Response to Comment Letter PC-R1

Comment PC-R1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R2

Comment PC-R2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The improvements to SR-55 would not meet the purpose and need of the project as described in Chapter 1 of the Final EIR/EIS and are not proposed as part of this project. Please see Common Response – Preferred Alternative Identification.

Comment PC-R2-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Almond Avenue Soundwall.

Response to Comment Letter PC-R3

Comment PC-R3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-R3-2

Improvements to SR-55 would not meet the purpose and need of the project as described in Chapter 1 of the Final EIR/EIS and are not proposed as part of this project.

Response to Comment Letter PC-R4**Comment PC-R4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-R5**Comentario PC-R5-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R5**Comment PC-R5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R6**Comment PC-R6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Respuesta a la Carta De Comentario PC-R7

Comentario PC-R7-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R7

Comment PC-R7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R8

Comment PC-R8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Response to Comment Letter PC-R9

Comment PC-R9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-R10**Comment PC-R10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Responses – Noise/Noise Analysis and Air Quality.

Comment PC-R10-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-R10-3

The improvements proposed to I-405 will include upgrading some nonstandard features to standard features for better operation.

Comment PC-R10-4

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Please also see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

The additional lanes proposed on I-405 will provide more freeway capacity to serve travel, thereby reducing the need to divert from the freeway to local streets.

Comment PC-R10-5

Caltrans and OCTA acknowledge the observation in the comment.

Comment PC-R10-6

Please see Responses to Comments CG1-1 through CG1-5.

Comment PC-R10-7

Please see Responses to Comments CG1-1 through CG1-5.

Comment PC-R10-8

The EIR/EIS, including specialized technical studies (see Appendix F for a complete list), represents a comprehensive analysis of the potential temporary and permanent environmental effects of the proposed build alternatives on the environment.

Comment PC-R10-9

The public review period, which was originally scheduled for 45 days, was extended by 15 days for a total of 60 days.

Comment PC-R10-10

OCTA consulted with Representative Rohrbacher's office regarding the project on August 12, 2009, during the project's scoping phase, and OCTA consulted Representative Rohrbacher and his staff between January 30 and February 2, 2012, in Washington D.C.

Comment PC-R10-11

A cost-benefit analysis has not been conducted for the project.

Comment PC-R10-12

Please see Response to Comment PC-R10-8.

Comment PC-R10-13

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please also see Common Response – Air Quality.

Comment PC-R10-14

Measures COM-8, UT-1, and UT-2 would minimize potential construction-related temporary effects during utility relocation. Please see Common Response – Relocation of Gas Lines.

Response to Comment Letter PC-R11

Comment PC-R11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R11-2

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7, project-related emission and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative.

As discussed in Section 3.2.8 of the Draft EIR/EIS, forecasted VMT for the build alternatives ranges from 1.72 to 1.89 billion miles in 2040, and corresponding fuel consumption would range from approximately 1.64 to 1.79 million barrels of crude oil. The build alternatives would reduce congestion along the corridor and, in the process, increase fuel economy. Because the area along the project corridor is already highly developed, it would be unlikely that there would be an increase in vehicle fuel consumption above the projected value in the surrounding areas or regionally as a result of the build alternatives. On an annual basis, the build alternatives would result in the consumption of between approximately 167,069 to 322,589 barrels less crude oil than the No Build Alternative. With the build alternatives, more vehicles are projected to use the highway in a given period, but each vehicle would be expected to use less fuel than under the No Build Alternative.

See Common Responses – Noise/Noise Analysis, Air Quality, Health Risks, and Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R11-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall.

Comment PC-R11-4

The project is principally funded from local Orange County Renewed Measure M funds. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must identify full funding for the project by source.

Response to Comment Letter PC-R12**Comment PC-R12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The deficiencies of the existing freeway are documented in the Draft EIR/EIS in Section 1, Proposed Project. No single-family residential property acquisition is anticipated in the area of the Almond Avenue soundwall. Please see Common Response – Almond Avenue Soundwall.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R12-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

Response to Comment Letter PC-R13

Comment PC-R13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Section 3.2.6, project-related air emissions associated with the Preferred Alternative would be less than the future No Build Alternative. See Common Responses – Noise/Noise Analysis and Air Quality.

Comment PC-R13-2

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The anticipated performance of the freeway with and without the build alternatives is summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-R14**Comment PC-R14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-R15**Comment PC-R15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

As discussed in Section 3.1.4.1.3 of the EIR/EIS, most interchange ramps are expected to be open for traffic during construction, with periodic closure at night, during the weekend (i.e., 55-hour closure), or for a period less than 10 days. Periodic temporary closure of these ramps is not expected to cause excessive inconvenience to the traveling public because the interchanges along I-405 are spaced approximately 1-mile apart, such that there are nearby alternate accesses to and from I-405. No two consecutive off-ramps or two consecutive on-ramps in the same direction would be closed concurrently.

Under Alternatives 1 and 2, the interchange ramps at Harbor Boulevard, Fairview Road, and South Coast Drive are not expected to require long-term closures. Alternative 3 would require long-term closure of the following interchange ramps in Costa Mesa:

- South Coast Drive northbound off-ramp
- Fairview Road northbound off-ramp
- Fairview Road northbound on-ramp
- Fairview Road southbound off-ramp
- Harbor Boulevard northbound loop on-ramp
- Harbor Boulevard southbound on-ramp

However, a design option for Alternative 3 has been developed that would eliminate new lanes south of Euclid Street, except for the extension of the southbound auxiliary lane approaching the

Harbor Boulevard exit ramp north to Euclid Street. If this design option is adopted and Alternative 3 is selected as the Preferred Alternative, the interchange ramps at Harbor Boulevard, Fairview Road, and South Coast Drive are not expected to require long-term closures, consistent with Alternatives 1 and 2. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

A Ramp Closure Study (RCS) has been prepared to address impacts related to temporary long-term ramp closures and identify detour routes and other measures to minimize impacts to area residents and businesses (see Community Impact Assessment, Appendix C).

A Draft TMP, including traffic detour routes within the local arterial street network (see Appendix M, Proposed Ramp Closure Detour Routes), was prepared. A final TMP will be prepared and implemented to minimize adverse effects on community character and cohesion. The proposed detour routes are anticipated to result in increased travel times ranging between approximately 1.5 and 5.5 minutes (Parsons, 2011a).

Response to Comment Letter PC-R16

Comment PC-R16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-R17

Comment PC-R17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Comment PC-R17-2

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Response to Comment Letter PC-R18**Comment PC-R18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-R18-2

Please see Common Response – Preferred Alternative Identification.

Comment PC-R18-3

Please see Common Response – Measure M Funding.

Response to Comment Letter PC-R19**Comment PC-R19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-R19-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-R19-3

Toll prices will be adjusted to attract enough vehicles to meet the target volume in the Express Lanes at which volume a reliable trip with minimum congestion is provided. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The anticipated performance of I-405 with and without the

build alternatives is summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14. At the congestion levels anticipated, it is estimated that there will be strong demand for use of the tolled Express Lanes.

With respect to tolling as double taxation, see Common Response – Opposition to Tolling.

Alternative 3 incorporates the existing HOV facilities into the Express Lanes. Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

The HOV facilities constructed by the WCC Project will be incorporated into the Express Lanes of Alternative 3. HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement.

Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

Comment PC-R19-4

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R19-5

Please see Responses to Comments PC-R19-1 through PC-R19-4.

Response to Comment Letter PC-R20

Comment PC-R20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-R21

Comment PC-R21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-R22

Comment PC-R22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

The improvements to the SR-22/I-405/I-605 interchange as part of the WCC Project compliment improvements proposed under the I-405 Improvement Project. Structures constructed under the WCC Project will not be reconstructed during the I-405 Improvement Project. The design of both projects has been carefully coordinated to avoid throw-away costs.

Response to Comment Letter PC-R23

Comment PC-R23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

As discussed in Section 2.2.7, various alternatives were evaluated containing mass transit, but they were not considered viable. Please also see Response to Comment GF3-2.

See Common Responses – Identification of Preferred Alternative and Opposition to Tolling.

Response to Comment Letter PC-R24

Comment PC-R24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-R24-2

A Supplemental Traffic Study has been prepared and a Supplemental Draft EIR/EIS prepared and circulated covering potential traffic impacts in Los Angeles County, including the segment of I-405 near Palo Verde Avenue referenced in the comment. The analysis and measures presented in the Supplemental Draft EIR/EIS are included in Section 3.1.6 of the Final EIR/EIS.

Comment PC-R24-3

With respect to potential improvements on I-405 in Los Angeles County, please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Comment PC-R24-4

The SR-91 Express Lanes are considered successful. The financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free, and HOVs meeting the occupancy requirement will use the Express Lanes free. For additional information, please see Common Response – Opposition to Tolling.

Comment PC-R24-5

See Response to Comment PC-R24-1.

Response to Comment Letter PC-R25

Comment PC-R25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Respuesta a la Carta De Comentario PC-R26

Comentario PC-R26-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R26

Comment PC-R26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R27

Comment PC-R27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R28

Comment PC-R28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R29

Comment PC-R29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R30

Comment PC-R30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Alternatives with LRT are included in Section 2.2.7, Alternatives Considered but Eliminated from Consideration, of the Draft EIR/EIS. LRT was considered in four such alternatives. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. LRT in the project corridor would not be feasible or reasonable without extensions and connections north and south of the project limits. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-R31

Comment PC-R31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Measure M Funding.

Response to Comment Letter PC-R32

Comment PC-R32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R33**Comment PC-R33-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R34**Comment PC-R34-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R35**Comment PC-R35-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-R35-2

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R36**Comment PC-R36-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-R37

Comentario PC-R37-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R37

Comment PC-R37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-R38

Comentario PC-R38-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R38

Comment PC-R38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R39

Comment PC-R39-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R40

Comment PC-R40-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Respuesta a la Carta De Comentario PC-R41

Comentario PC-R41-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R41

Comment PC-R41-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R42

Comment PC-R42-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The construction effort required for any of the proposed build alternatives would be significant; however, all of the proposed build alternatives generally fit within the existing ROW. Consideration of additional improvements is warranted to advance corridor mobility and to avoid potential inflationary cost increases that could occur by deferring projects to later years.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7, project-related emission and noise levels associated with the build alternatives would be less than the future No Build Alternative.

See Common Responses – Measure M Funding, Air Quality, Noise/Noise Analysis, and Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R42-2

The HOV lanes on I-405 within the project limits are operating in a degraded condition. Tables 3.1.6-5 and 3.1.6-13 indicate that this degraded condition will continue to deteriorate.

The financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free, and HOVs meeting the occupancy requirement will use the Express Lanes free. For additional information, please see Common Response – Opposition to Tolling.

There is nothing in Renewed Measure M that either precludes or requires additional improvements beyond the single GP lane proposed in Alternative 1. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues.

Comment PC-R42-3

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R43

Comment PC-R43-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-R42-1.

Comment PC-R43-2

Please see Response to Comment PC-R42-2.

Comment PC-R43-3

Please see Response to Comment PC-R42-3.

Response to Comment Letter PC-R44**Comment PC-R44-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-R42-1.

Comment PC-R44-2

Please see Response to Comment PC-R42-2.

Comment PC-R44-3

Please see Response to Comment PC-R42-3.

Response to Comment Letter PC-R45**Comment PC-R45-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R46**Comment PC-R46-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Due to the rapid growth in Orange County, these roadway facilities are needed to satisfy the personal vehicle and commercial traffic needed within the region. Appropriate noise abatement measures have been provided by the I-405 Improvement Project and the I-405/SR-73 Confluence Project in accordance with State and federal guidelines.

Project-related construction and operational noise effects were analyzed in detail in the project Noise Study Report. Please also see Response to Comment PC-E5-1 and Common Response – Noise/Noise Analysis.

Comment PC-R46-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Under Alternatives 1 and 2, the interchange ramps at Harbor Boulevard are not expected to require long-term closures. Alternative 3 would require long-term closure of the Harbor Boulevard northbound loop on-ramp and Harbor Boulevard southbound on-ramp; however, a design option for Alternative 3 has been developed that would eliminate new lanes south of Euclid Street, except for the extension of the southbound auxiliary lane approaching the Harbor Boulevard exit ramp north to Euclid Street. If this design option is adopted and Alternative 3 is identified as the Preferred Alternative, the interchange ramps at Harbor Boulevard are not expected to require long-term closures, consistent with Alternatives 1 and 2. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Comment PC-R46-3

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including Alternative 2, which would add two GP lanes in each direction. The levels of congestion expected under each of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8, 3.1.6-12, and 3.1.6-13.

There is nothing in Renewed Measure M that either precludes or requires additional improvements beyond the single GP lane proposed in Alternative 1. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues.

The experience on SR-91 is that motorists from all income groups use the Express Lanes. No one is obligated to use the Express Lanes in Alternative 3. Express Lanes provide an option for a reliable uncongested trip in exchange for payment of a toll.

Comment PC-R46-4

The I-405 Improvement Project is not related to SR-73. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M tax revenues.

Comment PC-R46-5

Please see Response to Comment PC-R46-1.

Response to Comment Letter PC-R47**Comment PC-R47-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Respuesta a la Carta De Comentario PC-R48**Comentario PC-R48-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R48**Comment PC-R48-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R49**Comment PC-R49-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge your support for Alternative 1. With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R49-2

The comment is accurate in that OCTA has indicated that the incremental cost of improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues.

Response to Comment Letter PC-R50

Comment PC-R50-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. The reference (Parsons 2011a, Attachment A) is the List of Potentially Affected Properties under Build Alternatives 1, 2, and 3, which is part of the Community Impact Assessment prepared for the project. The Community Impact Assessment is available for review on Caltrans' Web site at the following address: www.dot.ca.gov/dist1/405/index.htm.

Response to Comment Letter PC-R51

Comment PC-R51-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

As part of the TMP, it is not intended to construct adjacent structures at the same time. For instance, the Edinger Avenue Overcrossing is planned to be reconstructed in Stage 3, while the Warner Avenue Overcrossing is planned to be reconstructed in Stage 4. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-R52**Comment PC-R52-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Please see Response to Comment PC-R52-1. In addition, as part of the Preferred Alternative, the collector-distributor system that currently exists in the northbound direction between the Warner Avenue and Magnolia Street interchanges has been reinstated in lieu of the braid system from the Draft EIS/EIR. Please see Common Response – Impacts to Businesses.

Response to Comment Letter PC-R53**Comment PC-R53-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-R54**Comentario PC-R54-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como está escrito en el reporte llamando en inglés “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveída en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R54**Comment PC-R54-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R55

Comment PC-R55-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R56

Comment PC-R56-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R57

Comment PC-R57-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality effects were analyzed in detail in the project Air Quality Technical Study. As described in Section 3.2.6, project-related emissions associated with the build alternatives would be less than the future No Build Alternative. Proposed avoidance and minimization measure for Air Quality are located in Section 3.2.6 of the Final EIR/EIS. See Common Responses – Air Quality and Health Risks.

Response to Comment Letter PC-R58

Comment PC-R58-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R59**Comment PC-R59-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R60**Comment PC-R60-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7 of the Draft EIR/EIS, project-related emission and noise levels associated with the build alternatives would be less than the future No Build Alternative. Please see Common Responses – Noise/Noise Analysis, Air Quality, and Health Risks.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Response to Comment Letter PC-R61**Comment PC-R61-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Comment PC-R61-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Comment PC-R61-3

Please see Common Response – Compensation for Property Acquisition.

Comment PC-R61-4

Please see Common Response – Compensation for Construction Impacts.

Response to Comment Letter PC-R62

Comment PC-R62-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7 of the Draft EIR/EIS, project-related emission and noise levels associated with the build alternatives would be less than the future No Build Alternative. Please see Common Responses – Noise/Noise Analysis, Air Quality, and Health Risks.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

This page intentionally left blank.